

REPORT

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representatives of the shipbuilding industry [] visited Poland in early October 1954 for the purpose of studying shipbuilding there and exchanging information with Polish shipbuilding personnel. Members of the delegation were: Laszig (fnu), of the Research and Development Department of the Main Administration of Shipbuilding of the Ministry for Machine Construction; Geist (fnu), former technical director of the Warnowwerft, who was relieved along with the rest of the directorate of that enterprise¹; the technical director, name unknown, of VEB Schiffselektrik Rostock; and Mehding (fnu), of the Central Committee of the SED, who is the member of the Economic Department (Abteilung Wirtschaft) of that body responsible for shipbuilding.

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1. The East German delegation visited the Central Administration of Shipbuilding in Warsaw and the Gdansk (Danzig) shipyard, Betriebsteil Neubau. The members of the delegation were not allowed to visit the repair yards.
2. The Central Administration in Warsaw has about 120 employees, 80 of these being technical workers, while the remaining 40 are administrative employees. There are three shipyards under the Central Administration: at Gdansk, Szczecin (Stettin) and Gdynia.
3. The Gdansk shipyard has about 12,000 employees and all production is serial production. The shipyard has no plans section; all plans and drawings are worked out by the Central Drafting Office (Zentrales Konstruktionsbureau). The designer (Konstrukteur) who is responsible for working out a project supervises the building of the first ship of a new series and serial production cannot begin until the first ship has been completed and tested. Once serial production has begun the designer can move on to another project. Changes in the design of a series can only be introduced after the completion of the fifth, tenth, fifteenth, etc. ship of the series. Permission must be obtained from the customer, of course, for any changes introduced.
4. The Gdansk shipyard produces five types of ships in all, including luggers (Logger), 3,000-ton freighters (Freighter) and 10,000-ton freighters. Most of its production is for export, chiefly to the USSR. When requests are made for ships which are not included in the usual production of the shipyard, the prospective customer, usually the USSR, is required to submit a request to the shipyard.

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5. The electrical system in the freighters built at Gdansk is very primitive compared to that on German-built freighters. The switchboard used is only about 1½ or 2 meters across, [REDACTED] 25X1

6. In Poland, a shipbuilding project runs from one to two years, and the construction of ships continues until all plans have been completed, whereas in East Germany the plans and construction often are being done simultaneously, with the drawings for sections under construction being actually still incomplete, thus entailing changes later on. In Poland, all the material for building a ship must be on hand before the work can begin, and consequently the interruption of work because of shortages of material is impossible. Likewise, postponements of delivery dates never take place and the production plan is usually fulfilled. 25X1
7. Only the large shipyards in Poland are subordinate to the Central Administration of Shipbuilding. Ship repairs come under the Ministry for Food and Interior fittings work comes under the Ministry for Traffic (Ministerium fuer Verkehr). 25X1
- [REDACTED] 25X1
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CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION REPORT

CD NO.

COUNTRY Poland/East Germany

DATE DISTR: [REDACTED] March 1977

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4. The Gdansk shipyard produces five types of ships in all, including luggers (Logger), 3,000-ton freighters (Frachter) and 10,000-ton freighters. Most of its production is for export, chiefly to the USSR. When requests are made for ships which are not included in the usual production of the shipyard, the prospective customer, usually the USSR, is informed that an attempt should be made to get the ships made in Germany.

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